

# Hongkong Daily Press.

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HONGKONG, FRIDAY, AUGUST 21st, 1896.

五年五  
城十二月八日六十九百八千英港

JOSEPH GILLOTT'S PENS.  
THE NEW TURNED-UP POINT. 104.  
[148]

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## SHIPPING.

### ARRIVALS.

Aug. 19, TIENTHIN, British str., 1,230. G. H. PAUNMATHER, Singapore, 18th Aug., Gold.

Aug. 20, KIANGTAN, British str., 773. BRASSEUR, Canton 30th Aug., General.

Aug. 20, CHOTSIANG, British str., 1,194. G. H. BOWLES, Canton 20th Aug., General.

JARDINE, MATHERON & CO.

Aug. 20, ASIA, Danish steamer, 1,827. J. MURRAY,朴次茅斯 17th Aug., General.

Aug. 20, SANTA, German str., 2,440. T. Voss, Kobe 14th August, General.

SIEMSEN & CO.

Aug. 20, CHIANG HUA TENG, British str., 932. C. B. CARROLL, Singapore 18th Aug., General.

Aug. 20, ANQUY, British str., 1,827. J. MURRAY, Nagasaki 15th Aug., General.

TOMES & CO.

Aug. 20, BOSTON, British str., 2,913. E. P. BISHOP, Yokohama 9th Aug., General.

A. O. S. N. CO.

Aug. 20, TALES, German str., 828. CALDERON, Canton 20th Aug., Ballast - MEYER & CO.

### CLEARANCES.

AT THE HANDLED MASTER'S OFFICE.

29th AUGUST.

PROMETHEUS, British str., for Singapore.

NESTOR, British str., for Shanghai.

KRISWILDE, German str., for Yokohama.

MIOJIN MORN, Japanese str., for Singapore.

SODORI, British ship, for San Francisco.

CHIYUEN, Chinese str., for Shanghai.

CHIYUANG, British str., for Swatow.

### DEPARTURES.

Aug. 20, PING-SUY, British str., for Shanghai.

Aug. 20, TRUMPH, German str., for Hoichow.

Aug. 20, KWON-SIANG, British str., for Canton.

Aug. 20, MANUEL LLAGUNO, Amer. ship, for New York.

Aug. 20, CHIANG CHIAHSIEN, British str., for Shanghai.

Aug. 20, PROMETHEUS, British str., for London.

Aug. 20, RIOJUN MARU, Jap. str., for S'pore.

Aug. 20, TAIWAN, British str., for Shanghai.

### PASSENGERS.

#### ARRIVED.

Per BORNEO, str., from Yokohama, for Hong-

Kong - Mr. Krasse, from Kehl for Singapore.

Rev. W. Clark and Miss Clark, from Amoy

for Hongkong - Mr. Marshall.

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## INTIMATIONS

NOW READY  
THE CHINOLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c. &c.  
FOR 1896.

With which is incorporated  
THE CHINA DIRECTORY.

This is the  
THIRTY-FOURTH ANNUAL ISSUE,  
and will be found, as usual, to show an advance  
on preceding years both in fulness and accuracy  
of information.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Pusan to  
Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.  
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.

The Purest Ingredients only are used,  
and the strict Care and Cleanliness exercised in  
the Manufacture throughout.

The Water is tested by repeated  
Analyses to be absolutely Pure.

For COAST PORTS, Waters are packed and  
shipped on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Courtesy Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG,"  
And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:

PURE AERATED WATER.

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SELTZER WATER

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No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose than that of containing  
Aerated Waters, as such. Bottles are never used  
again by us.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS  
Our communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents must forward their name and address  
with communications addressed to the Editor, not  
for publication, but as evidence of good faith.

All letters for publication should be written on one  
side of the paper only.

No anonymous signs or initials should be inserted.

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P.O. Box, 20. Telephone No. 12.

## The Daily Press.

HONGKONG, AUGUST 21st, 1896.

The Japan Gazette has been delivering itself  
on the silver question and it boldly declares  
that it will be convinced by no amount of reasoning. Thus, we take it, is the position  
of most politicians, but not many will make  
such a frank confession. "No amount of  
reasoning" says our contemporary, "will  
ever lead us to the conclusion that by  
merely stamping sixteen ounces of silver  
with the imprint of any nation's currency  
they can be made equal in value to our  
ounce of gold, when in the market one  
ounce of gold will purchase thirty-two  
ounces of silver." That is to say, that in  
our contemporary's opinion the use of a  
metal for currency has no effect upon its  
value, in other words, that in the case of the  
precious metals values are not determined by  
demand and supply; which is an altogether untenable  
proposition. The value of gold is  
greatly enhanced by its use as currency, de-  
monstrates it and its value would fall, just as  
the value of silver fell upon its demonetization.  
Up to 1874 the ratio was maintained  
by bimetallism, but upon the partial demonetization  
of silver the value of that metal, as measured  
in gold, declined. Since then the  
silver market has been sensitive to any  
rumor affecting the position of the metal as  
a currency medium; the price rising on any  
prospect appearing of demonetization and  
falling when further demonetization was  
in the air. The talk about fifty cent dollars  
is as ridiculous as it would be to speak of a  
forty shilling sovereign. The dollar, whatever  
its purchasing power may be, will always  
contain a hundred cents, just as the sovereign,  
notwithstanding its immense appreciation,  
still contains only twenty shillings. The  
Gazette, however, seems to think differently  
and to suppose that cents would remain cents  
while dollars would become half-dollars.  
If Mr. BRYAN, so successful in his own  
dictatorship for the American Presidency, our  
contemporary opines that "the farmer will  
have to pay a hundred cents to the man  
'owes for silver' it only costs fifty cents  
to produce." What the farmer would do,  
if he wanted silver, would be simply to  
give a hundred cents for a dollar. The  
silver might cost fifty cents or  
ninety cents to produce, just as gold from  
which may cost ten shillings to produce  
one ounce. The sovereign all the same,  
over being so overpriced, which his appre-  
hension, is more

"the appreciation of gold is merely the  
effect of competition and invention cheapening  
production. Let us take an illustration  
with which all our readers will be familiar.  
Ten years ago freights from Europe to  
Japan were as high as forty-five shillings  
a ton. Then shipping companies were  
fewer and the wonderful appliances for  
saving coal and expediting the discharge  
of cargo, which are now to be found on  
the cargo steamers, were practically un-  
known. To-day freights to Europe are at  
least by at least a third. Now is the fact  
that the sovereign will pay for a third  
more freight due to the appreciation of  
gold?" Is it not rather that shipowners  
are content with smaller profits and that  
improved mechanism enables them to do  
the same work at cheaper rate? Silver, we  
are told, remains and has remained steadily  
in value. In other words, in spite of the  
immense cheapening of production and the  
marvellous mechanical inventions, silver  
will only buy as much in commodities to-  
day as it would buy ten years ago when  
there were fewer manufacturers and less  
inventions? So that if silver had been  
the "capitalist" it would have gone into the hands  
of the capitalists?" It is true that gold is  
more plentiful to-day than it ever has  
been, but it is also true that, owing to the  
increase in the volume of commerce and to  
the monopoly now enjoyed by the yellow  
metal as a circulating medium in the chief  
countries of the world, the work it has to  
perform has increased more rapidly than  
the supply, hence its appreciation. The  
illustration from freights simply tells the  
same tale as other illustrations of the  
appreciation of gold, namely, that a sovereign  
will buy a great deal more than it did  
formerly, but how that proves that under  
a different set of circumstances all the  
profits would have gone into the hands of  
the capitalists we must confess we do not understand.  
Competition would keep trading  
profits down to their normal level under  
one standard as well as under another;  
but unfortunately the effect of the  
appreciation of gold has been to increase  
the burden of all fixed charges, whether  
on land or industrial undertakings to the  
ruin of agriculture and the enrichment  
of the money lenders. In no department have  
the immense cheapening of production and  
the application of "marvellous mechanical  
inventions" also chemical applications,  
been more conspicuous than in mining  
and metallurgy, so much so that many  
mines which formerly could not have  
been worked at all now yield large profits.  
Yet although a sovereign can be so much  
more cheaply produced the farmer has  
to give it a much larger quantity of  
wheat than formerly. We must confess  
that we have become somewhat doubtful of  
the success of the bimetallic cause, but that  
the system is theoretically the best and that  
it was a great mistake to disturb it, we are  
firmly convinced. The difficulty in restoring  
it seems to turn on the "ratio" question. If  
the silver party in America succeeded in  
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## NOTICE TO CONSIGNEES

STEAMSHIP "SYDNEY"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNERS of Goods from London ex S.S. "GLENDALE" from Havre or S.S. "GLENDALE" in combination with above Steamer, are hereby informed that their Goods with the exception of Opium, Tea, &c., will be landed, not being liable and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded unless intimation is received from the Consignees before noon to-day, the 15th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Consignees.

Each packing unshipped after Friday the 21st inst. at noon, will be subject to rent and landing charges.

All claims must be sent in to me or to before Friday, the 21st inst. or they will not be received.

All Drawers will be examined on Friday the 21st inst. at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th August, 1893.

## OCEAN STEAMSHIP COMPANY

CONSIGNEES per Company's Steamship

"DARDANUS"

are hereby notified that the Consignee is being charged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th instant.

Goods delivered after the 24th instant will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD &amp; SWINEY, Agents.

Hongkong, 15th August, 1893.

[1871]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.  
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"OOLONG"

having arrived from the above ports, Consignees of Cargo and/or Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 21st inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, when they will be examined on Monday, the 24th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLIDAY, WISE &amp; CO., Agents.

Hongkong, 17th August, 1893.

[1892]

TEOM HAMBURG, PENANG, AND SINGAPORE.

"KRIEMLUND"

Captain Th. Fock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in Bills of Lading for countersignature, by the undersigned and to take immediate delivery of their goods from.

Optional cargo will be forwarded unless notice to the contrary is given before 8 P.M. to day. Any cargo remaining herewith will be landed into 1/2 dozen of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, when they will be examined on Monday, the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 18th August, 1893.

[1893]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"GHAEZEE"

from NEW YORK AND STRAITS.

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, when they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

BILLS WELL, CARLILL &amp; CO., Agents.

Hongkong, 18th August, 1893.

[1870]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"PINSUARY"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 21st inst., or they will not be recognized.

Bills of Lading will be countersigned by HOLIDAY, WISE & CO., Agents.

Hongkong, 18th August, 1893.

[1876]

"PINNOLIS" LINE OF STEAMERS.

FROM LIVERPOOL.

THE Steamship

"CALIZ"

Consignees of Cargo by the above steamer are hereby informed that their Goods have arrived from Spain on board S.S. "GHAEZEE" and are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded after the 24th inst., or they will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 31st inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 20th August, 1893.

[1877]

## VESSELS ON THE BERTH

DOUGLAS &amp; STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALIS"

Captain Douglas will be despatched for the above Ports, on the 21st inst., at noon.

For Freight or Passage, apply to

JUGGLAS &amp; CRAIK &amp; CO., General Managers.

Hongkong, 24th August, 1893.

[1893]

EASTERN AND AUSTRALIAN STEAMERS COMPANY LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MELBOURNE, PORT DARWIN, and QUEENSLAND PORTS and LIVING THROUGH CAPE OF GOOD HOPE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"MENNUIR"

Captain Gruin will be despatched for the above Ports, on the 21st inst., at noon.

For Freight or Passage, apply to

GIBR. LIVINGSTON &amp; CO., Agents.

Hongkong, 18th August, 1893.

[1891]

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAJA.

THE Company's Steamship

"AMARA"

Captain D. Smith will be despatched as above to MORROW, the 22nd inst., at noon, instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 19th August, 1893.

[1893]

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

(To follow the S.S. "STRATHNIVIN".)

THE Steamship

"GLAMORGANSHIRE"

Captain Dryvan will be despatched for the above port to MELBOURNE, the 22nd inst., instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 20th August, 1893.

[1892]

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSAM."

Captain Stalker will be despatched as above to TAI-MORROW, the 22nd inst., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 14th August, 1893.

[1892]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR MARSELLES, HAVRE AND LONDON.

(Without transhipment).

THE Company's Steamship

"ADOUR."

Captain Huus will leave as above on or about the 25th inst.

For Freight, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 17th August, 1893.

[1892]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Company's Steamship

"KRIEMLUND"

Captain Th. Fock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in Bills of Lading for countersignature, by the Undersigned and to take immediate delivery of their goods from.

Optional cargo will be forwarded unless notice to the contrary is given before 8 P.M. to day. Any cargo remaining herewith will be landed into 1/2 dozen of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, when they will be examined on Monday, the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 18th August, 1893.

[1893]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"PINSUARY"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 21st inst., or they will not be recognized.

Bills of Lading will be countersigned by HOLIDAY, WISE &amp; CO., Agents.

Hongkong, 18th August, 1893.

[1876]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Steamship

"GHAEZEE"

Consignees of Cargo are hereby informed that their Goods have arrived from Spain on board S.S. "GHAEZEE" and are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 21st inst., or they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., Agents.